

**Maryland Transportation Authority  
Bay Bridge Reconstruction Advisory Group**

Meeting Summary

Regular Meeting  
Wednesday, January 11, 2012  
MDTA Bay Bridge Police Building

**PRESENT:**

Jack Broderick, Chairman  
Pat Lynch  
Barbara Span Obert

Delores Green  
Barbara Hitchings

**MDTA STAFF:**

Gail Moran  
Kerry Brandt

Gordy Garrettson

**Call to Order**

Chairman Jack Broderick called the meeting of the Bay Bridge Reconstruction Advisory Group (BBRAG) to order at 6:15 pm. He welcomed all attendees and wished everyone a happy New Year.

**Minutes:**

Barbara Hitchings moved approval of the minutes as read. Barbara Span Obert seconded the motion, which carried.

**Bay Bridge Activities:**

Gordon Garrettson said that a truck breakdown west of the Bridge on December 30 resulted in long delays. He also reported that:

- Phases 1 and 2 of the Bay Bridge painting were underway or would begin shortly. The areas under the spans and the towers are scheduled to be painted on the westbound span.
- Cable rewinding and dehumidification will begin in June, with work beginning on the westbound span first.
- Substructure repairs also will begin in the spring. Cracks will be injected and epoxy sealing will be performed on the piers.
- Overhead massaging will be replaced, beginning this March and due to be completed August.
- Surveillance cameras will be placed on both spans, as well as other MDTA crossings to provide information on safety and needed vehicle assistance. Work should begin this spring and take six months to complete. These cameras will replace existing but non-functioning cameras.

- Weather-monitoring equipment is in the design phase. The equipment can detect wind speeds, visibility information and air and road temperatures. It has the capability to set alarms into the system to alert staff of conditions.
- A centralized uninterruptible power supply is in the design phase to be installed on the westbound span. We are also looking at plans to place individual uninterruptible power supplies at specific critical gantries on the eastbound span.
- Work on the anchor piers will continue.
- Eastbound center lines may be repainted this spring, if time and scheduling permit.
- Plaza lane restriping is underway. The biggest problems are the right lanes in the area prior to the plaza. The goal is to better direct traffic through the plaza onto the bridge lanes.
- Weekday closures between 9 a.m. and 2:30 p.m. are anticipated to continue for the foreseeable future to accomplish these and other improvements. If traffic warrants, these closures may continue until 3:30 p.m. until traffic volumes increase during the warmer weather. Notices of such closures and traffic patterns will be given to the news media, BBRAG members and local elected officials. Nighttime closures also are expected with closure times based on actual traffic counts. Two-way traffic on the westbound span for weekday evening rush hour has been suspended because of typical low winter time traffic volumes on Mondays and Tuesdays. If traffic counts warrant, there may be no two-way traffic on the westbound span on Wednesdays until later in the year, as well.

The expanded hours at the Stop-in Center is going well. Staff are monitoring the use of the center during the new Saturday hours.

Led by Barbara Span Obert, members voiced concern about the Severn River Bridge and proposals to install movable barriers. (Staff said they would invite State Highway Administration) to provide an update on that project.)

Pat Lynch asked about plans for a replacement or additional bridge at the Sandy Point site. She expressed concern about terrorism and its impact of travel to and from the Eastern Shore. Mr. Garretson said there are no plans for an additional span at any site. He emphasized that bridge authorities stress preventive actions to assure that no damage is done to the bridge.

#### **Next meeting:**

The next meeting of the Bay Bridge Reconstruction Advisory Group (BBRAG) will be held on Wednesday, April 4, 2012.

The meeting was adjourned at 7:15 p.m.

*Submitted by,  
Gail Moran*